

8.2 LAND USE AND COMMUNITY FACILITIES, ZONING, AND PUBLIC POLICY

8.2.1 Introduction

This Section evaluates the effects on land use and community facilities of construction of operation of Shaft 33B at the E. 54th Street/Second Avenue Shaft Site. It also considers the consistency of Shaft 33B at that location with applicable zoning and public policy. In addition to the Shaft Site itself, this analysis also describes potential effects associated with construction and operation of water main connections for the E. 54th Street/Second Avenue Shaft Site for the water main segments that would be different for this site than for the potential water main connections analyzed for the preferred Shaft Site in Chapter 5. The Study Area for this assessment is the area within 400 feet of the alternative Shaft Site and includes the two-block-long water main connection along Second Avenue between E. 54th and E. 56th Streets (Figure 8.2-1).

8.2.2 Existing Conditions

Land Use

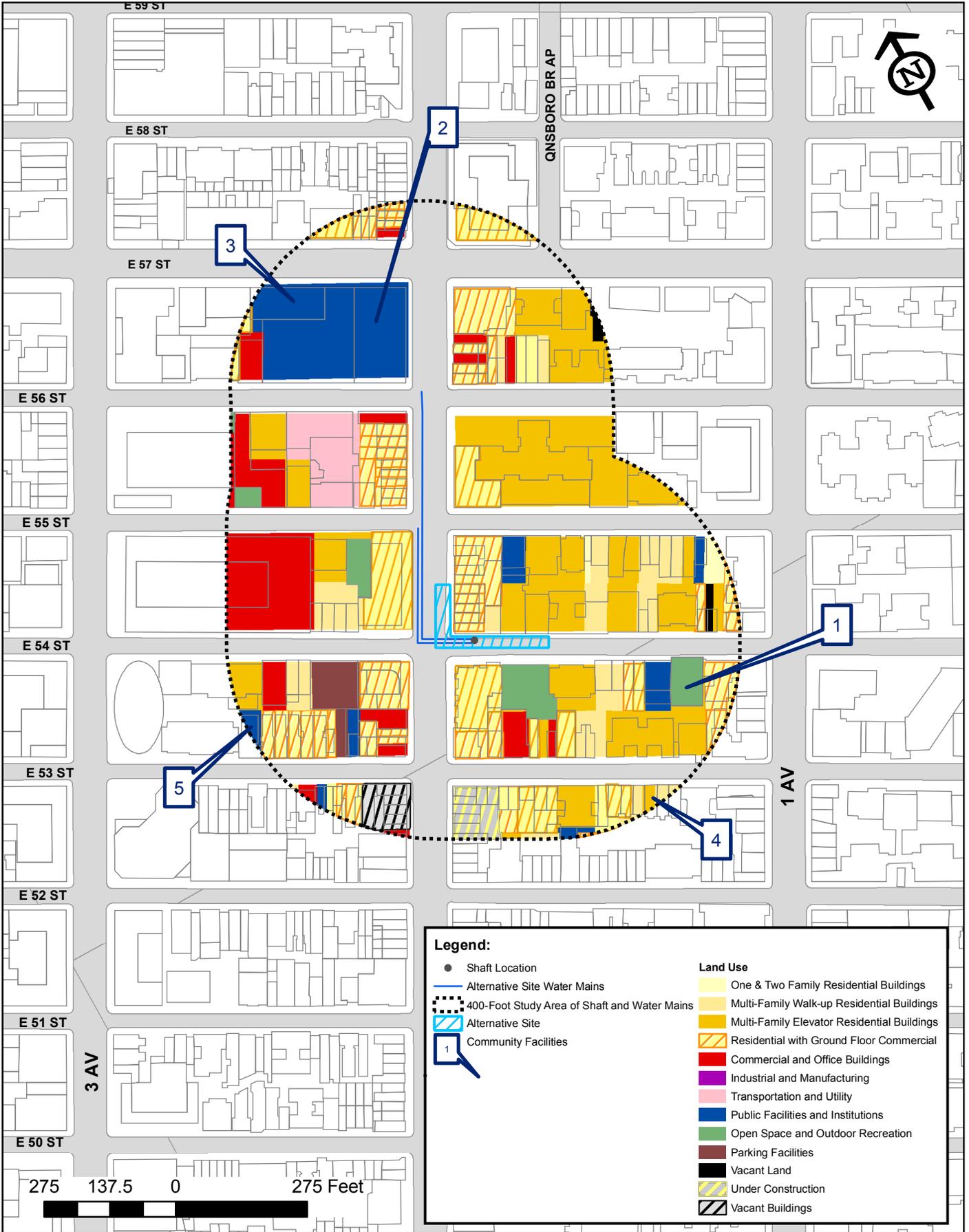
Alternative Shaft Site

The E. 54th Street/Second Avenue Shaft Site is located at the northeast corner of E. 54th Street and Second Avenue. The approximately 8,500-square-foot, “L”-shaped area consists of two traffic lanes of Second Avenue and a portion of the adjacent sidewalk, and two traffic lanes on E. 54th Street and a portion of the adjacent sidewalk.

An existing restaurant (Lenny’s) on the corner of E. 54th and Second Avenue has an enclosed sidewalk café that extends from the building onto the City-owned sidewalk. This structure would need to be removed for shaft construction on this site. The shaft construction would occupy one parking lane and one traffic lane on E. 54th Street and one parking lane and one traffic lane on Second Avenue. In addition, adjacent to the construction zone, the southern roadway lane and southern sidewalk on E. 54th Street, as well as a six-foot-wide strip of the private property to the south, would be used for construction-related detours, as discussed later under the Future With the Project (Section 8.2.4).

Study Area

The Study Area for the E. 54th Street/Second Avenue Shaft Site is primarily residential, with ground-floor commercial and retail uses located predominantly along Second Avenue and on E. 53rd Street, as well as along E. 57th Street in the northern portion of the Study Area. Most retail uses in the study area consist of local retail and service shops that serve the surrounding residential neighborhood.



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**NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION
PROPOSED SHAFT 33B TO CITY TUNNEL NO. 3
STAGE 2- MANHATTAN LEG
E. 54TH STREET/SECOND AVENUE
LAND USE**

FIGURE 8.2-1

In the immediate vicinity, the alternative Shaft Site is adjacent to five 4-story walk-up apartment buildings with ground-floor retail space that front on Second Avenue. The businesses in these buildings include Lenny's restaurant at the corner, two other restaurants, a dry cleaner, and a salon. The northern portion of this block's Second Avenue frontage is occupied by a new 34-story residential building, the Milan, that has just been completed. On E. 54th Street, the alternative Shaft Site is adjacent to three low-rise residential buildings. The westernmost of those buildings, adjacent to the Lenny's restaurant building, is a newly reconstructed 5-story residential building with a garage entrance at the ground floor that serves the Milan. The other two are 5- and 6-story apartment buildings.

The rest of the E. 54th Street block between Second and First Avenues is predominantly residential, with 4- to 7-story apartment buildings on the north side of the street and 5- to 12-story apartment buildings on the south side of street. Immediately south of the alternative Shaft Site, the 34-story Connaught Tower at the corner of Second Avenue is set back from the street by a landscaped plaza area and curved entrance drive. East of the building, an approximately 10,000-square-foot (0.23-acre) public plaza associated with Connaught Tower also faces the alternative Shaft Site (for more information, see Section 8.3, "Open Space"). A driveway to a parking garage on the south side of E. 54th Street faces the eastern end of the E. 54th Street/Second Avenue Shaft Site. Farther down the block on the southern side of E. 54th Street, uses also include The Neighborhood Playhouse School of the Theatre and the 54th Street Recreation Center. The Neighborhood Playhouse offers training for children and aspiring professionals in acting, dance, and singing; the 54th Street Recreation Center, under the jurisdiction of the New York City Department of Parks and Recreation, contains an indoor gymnasium and pool facilities, and hosts numerous community events and programs.

Second Avenue is primarily residential in the Study Area, with a mix of low-rise walk-up apartment buildings, typically 4 to 6 stories high with ground-floor retail space serving the local neighborhood, and high-rise apartment buildings, many of which also have ground-floor retail space. As noted earlier, the high-rise buildings on the east side of Second Avenue include the new 34-story building just north of the alternative Shaft Site and the 34-story Connaught Tower just south of the Site. The other blocks on the east side of Second Avenue in the Study Area are also occupied by high-rise buildings, including an 18-story building at E. 57th Street, a 33-story building between E. 55th and E. 56th Streets, and a building currently under construction at the southeast corner of E. 53rd Street, discussed in "Future Conditions Without the Project," below. One notable commercial use, the Manhattan Art & Antique Center, is located at the base of the 33-story building between E. 55th and E. 56th Streets along Second Avenue.

The west side of Second Avenue in the Study Area contains a mix of high-rise apartment buildings on some blocks and low-rise walk-up apartment buildings on others. Directly across from the alternative Shaft Site, a 29-story and a 31-story building face Second Avenue at E. 54th Street. The east end of the block between E. 56th and E. 57th Streets at Second Avenue contains two institutional uses, P.S. 59 and the High School for Industrial Art and Design. At the southern end of the Study Area, a group of 4-story apartment buildings at the corner of Second Avenue and E. 53rd Street have been vacant for a number of years.

East of Second Avenue, the midblocks within the Study Area contain a mix of low-rise walk-up apartment buildings (between 4 and 6 stories) and mid- to high-rise residential buildings, including those fronting on Second Avenue. A small number of institutional uses, including a synagogue, and retail and commercial uses are also present.

The midblocks west of Second Avenue in the Study Area have a more diverse mix of uses, including residential, office, retail, institutional, parking, and utility uses. The western edge of this portion of the Study Area extends into the Midtown commercial district, and contains two high-rise office buildings that front on Third Avenue between E. 54th and E. 56th Streets. The building between E. 55th and E. 56th Streets houses a post office, with truck access on E. 55th Street. Also located within this area is a 7- to 14-story telephone utility building, between E. 55th and E. 56th Street.

Community Facilities

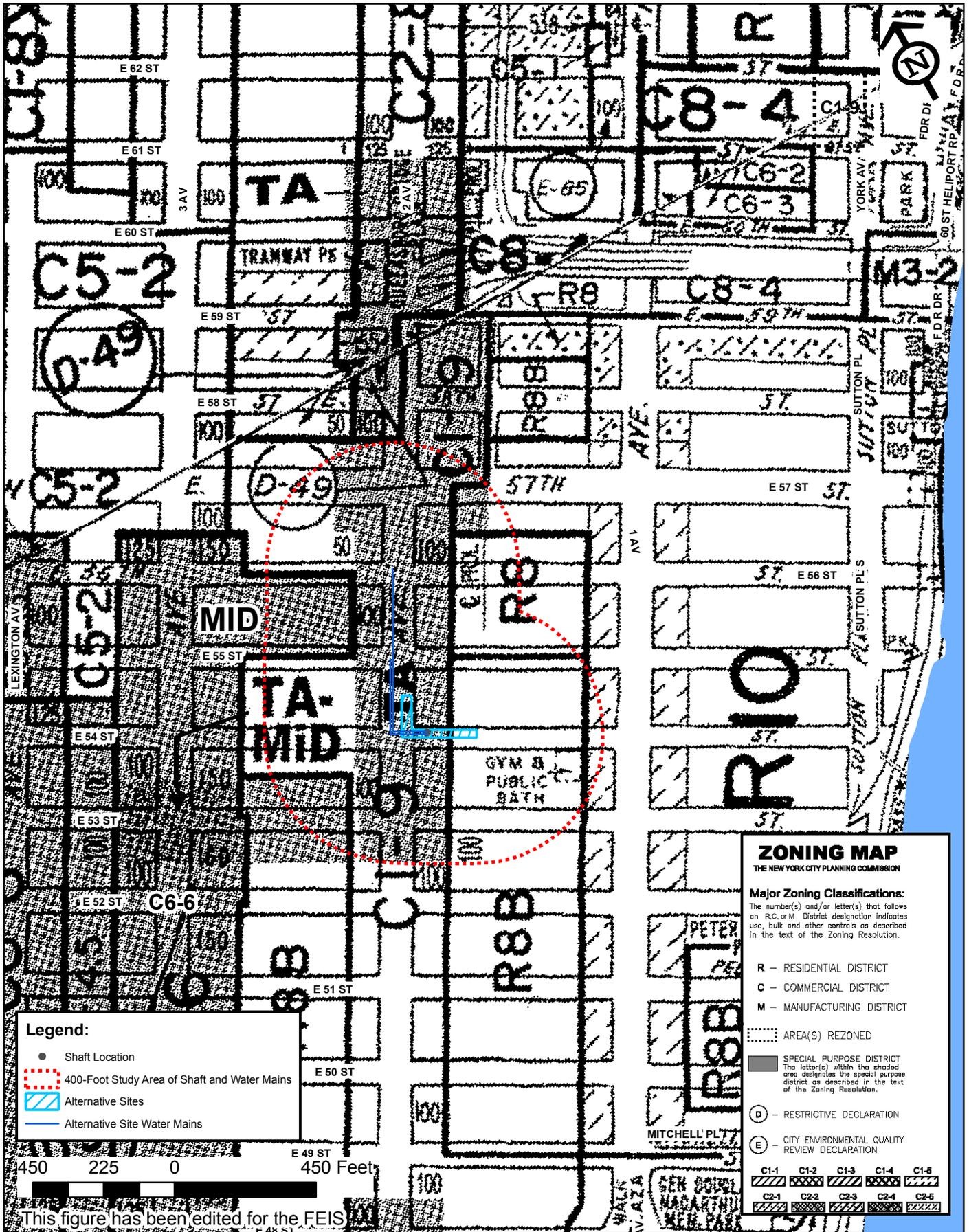
Five community facilities are located in the 400-foot Study Area for the E. 54th Street/Second Avenue Shaft Site, as shown in Table 8.2-1 and in Figure 8.2-1. As noted above, these include the two public schools, P.S. 59 and the High School for Industrial Art and Design, located on the east end of the block bounded by E. 57th Street, E. 56th Street, and Second and Third Avenues. The 54th Street Recreation Center, located at near First Avenue contains an indoor gymnasium and pool facilities and offers community programs. A Samaritan Village drug-free residential facility is located on E. 53rd Street between Second and Third Avenues, and a private day care facility is located on E. 53rd Street between First and Second Avenues. Public safety in the Study Area is provided by Precincts 17 of the New York Police Department (NYPD) and fire protection is provided by the Fire Department of New York City (FDNY) through its firehouse at 165 E. 51st Street (Engine 8 Ladder 2 Battalion 8).

Table 8.2-1
Community Facilities in the Study Area

Map No.	Community Facility	Location
1	54 th Street Recreation Center	342 East 54 th Street, between First and Second Avenues
2	High School for Industrial Art and Design	1075 Second Avenue, between E. 57 th and E. 56 th Streets
3	P.S. 59 Beekman Hill International	228 East 57 th Street, between First and Second Avenues
4	Mrs. Mckenzie Day Care Center	336 E. 53 rd Street, between First and Second Avenues
5	Samaritan Village	225 E. 53 rd Street, between Second and Third Avenues
Sources: NYCDCP PLUTO database; Selected Facilities and Program Sites in New York City, 2002-2005, Community Board 6.		

Zoning and Public Policy

Zoning districts in the Study Area are listed in Table 8.2-2 and shown in Figure 8.2-2. As shown in the figure, most of the Study Area is zoned for high-density commercial or residential uses.



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NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION
PROPOSED SHAFT 33B TO CITY TUNNEL NO. 3
STAGE 2- MANHATTAN LEG
E. 54TH STREET/SECOND AVENUE SHAFT SITE
ZONING

FIGURE 8.2-2

The E. 54th Street/Second Avenue Shaft Site is zoned C1-9, a commercial district that is generally intended to accommodate local neighborhood retail establishments. Commercial uses are limited to one or two floors, at a floor area ratio (FAR) of 2.0, and residential and community facility uses are permitted at an FAR of 10.0 (R10 equivalent). The site is also located within the Transit Special Land Use District (shown as “TA” on the zoning map), intended to preserve easements for a future Second Avenue Subway. The E. 54th Street/Second Avenue Shaft Site’s location within the mapped street on City maps indicates that the intended use of the site is for transportation and utility uses.

Table 8.2-2
Zoning Districts in the Study Area

Zoning District		Permitted Uses
<i>Residential Districts</i>		
R8B	General Contextual Residential District	Medium-density residential and community facility uses with a maximum FAR of 4.0.
R8	General Residential District	Medium-density residential and community facility uses with a maximum FAR of 6.02.
R10	General Residence District	High-density residential and community facility uses with a maximum FAR of 10.0 (12.0 with bonus).
<i>Commercial Districts</i>		
C1-9	Local Shopping and Services	Wide range of retail stores and personal service establishments for local shopping, to a maximum commercial FAR of 2.0. Residential and community facility uses at an R10 equivalent (10.0).
C1-5 Overlay	Local Shopping and Services	Wide range of local service establishments to a maximum FAR of 2.0; residential and community facility uses according to underlying zoning (R10).
C6-6	General Central Commercial District	High bulk office district to a maximum commercial FAR of 15.0 (18.0 with bonus); residential FAR at an R10 equivalent (10.0).
<i>Special Purpose Districts</i>		
TA	Special Transit Land Use District	Preserves easements for future Second Avenue Subway.
Mid	Midtown District	Intended to guide development in Midtown Manhattan, allowing high commercial densities but mandating provision of urban design features, such as continuity of streetwall and retail uses and provision of on-site pedestrian circulation spaces.
Sources: Zoning Resolution of the City of New York; <i>Zoning Handbook</i> , NYCDPC, July 1990.		

Zoning districts east of Second Avenue within the Study Area include residential R8B, R8, and R10. R8B and R8 districts permit medium-density residential and community facility uses, and R10 districts permit high-density residential and community facility uses. A commercial C1-5 overlay is mapped along First Avenue, which accommodates local retail and services at an FAR of 2.0 and residential uses at an FAR equivalent to the underlying zoning, which, is R10 (10.0 FAR). Zoning districts west of Second Avenue within the Study Area include commercial C1-9 and C6-6, as well as residential R8-B. The C6-6 district is generally mapped along Third Avenue (outside the Study Area), as well as on the block between E. 56th and E. 55th Streets. The C1-9 district covers portions of the blocks between E. 53rd and E. 55th Streets. Portions of the Study

Area west of Second Avenue are also located in the Midtown Special District, which allows high-density commercial development but requires provision of certain urban design amenities, such as off-street pedestrian spaces, and encourages the provision of urban “bonus” plazas.

As described in Section 4.2 of Chapter 4, Community Board 6 has prepared a 197-a plan for review by the New York City Department of City Planning. The 197-a plan is described in Section 8.2.3, below. No other public policies are currently in place in the Study Area.

8.2.3 Future Conditions Without the Project

Land Use and Community Facilities

In the Future Without the Project, three development projects are expected to be completed in the Study Area. The Sutton Hotel, located at 330 E. 56th Street between First and Second Avenues, is undergoing a conversion from a hotel to a 76-unit residential building; a new, 147-unit high-rise apartment building is currently under construction at 310 E. 53rd Street, on the southeast corner of Second Avenue; and a new approximately 200-unit residential building is planned for the southwest corner of E. 53rd Street and Second Avenue.¹ In addition, it is anticipated that two recently completed buildings adjacent to the alternative Shaft Site will become fully occupied in the Future Without the Project: the 119-unit residential building to the north of the alternative Shaft Site at the southwest corner of Second Avenue and E. 55th Street (300 East 55th Street) and the five-story walk-up apartment building with 8 units on the north side of E. 54th Street, east of Lenny’s restaurant. As described in Section 5.2, the New York City Department of Education is contemplating a project that would result in the demolition and reconstruction of both P.S. 59 and the High School of Art and Design. As part of this project, a residential tower would be constructed above the rebuilt P.S. 59 and High School of Art and Design buildings. Upon completion of the project, which could start construction in 2009, P.S. 59 would have approximately 650 school seats, and the High School of Art and Design enrollment would remain the same as in existing conditions. No changes are anticipated to any of the other community facilities in the Study Area in the Future Without the Project.

In addition, a long-term major change is also planned for the Study Area in the future. The Metropolitan Transportation Authority (MTA) is planning to construct a new Second Avenue Subway beneath Second Avenue from East Harlem to Lower Manhattan. A new 55th Street Station is planned within the E. 54th Street/Second Avenue Study Area. The station will extend from approximately E. 52nd Street to E. 56th Street, with entrances potentially located on both sides of Second Avenue at E. 55th Street and E. 53rd Street.² The Second Avenue Subway is not

¹ The anticipated development of 200 units at E. 53rd Street and Second Avenue is based on a calculation of the allowable floor area ratio (FAR) of 10 under the site’s existing zoning (C1-9) in addition to unused development rights from adjacent Lots 21, 22, and 23. An average apartment size of 800 square feet was also assumed.

² Source: *Second Avenue Subway Final Environmental Impact Statement and Final Section 4(f) and Section 6(f) Evaluation*, MTA New York City Transit, April 2004, Figure 8-9.

expected to be constructed or completed in the vicinity of the E. 54th Street/Second Avenue Shaft Site within the timeframe of Shaft 33B, but would have longer term effects on the nature of the immediate Study Area.

Zoning and Public Policy

No zoning changes are currently anticipated in the Study Area in the Future Without the Project. One potential public policy for the Study Area may be adopted in the future: the 197-a plan prepared by Community Board 6. As described in more detail in Section 4.2, this plan will be subject to an intensive review, which may include revisions, before it can be approved or disapproved. If approved, it will serve as a guidance document to be considered when City agencies take discretionary actions in the affected area. The plan proposed by Community Board 6, described in more detail in Section 4.2, recommends changes along the waterfront throughout the Community District, including increasing the amount of open space along the FDR Drive and enhancing waterfront access. None of these recommendations would affect the Study Area for the E. 54th Street/Second Avenue Shaft Site. The plan also endorses construction of the Second Avenue Subway.

8.2.4 Future Conditions With the Project

Construction

Land Use

Alternative Shaft Site

Prior to construction at this alternative site, the enclosed sidewalk café associated with Lenny’s restaurant that extends onto City-owned sidewalk on the northeast corner of E. 54th Street and Second Avenue would have to be removed. As described in Section 8.1, “Project Description,” of this Chapter, construction of Shaft 33B at the E. 54th Street/Second Avenue Shaft Site would involve the use of the site for approximately 61 months (5 years) if raise bore excavation can be conducted there or 70 months (almost 6 years) if surface excavation must be used.

Use of this alternative Shaft Site for construction of Shaft 33B would convert the public street and sidewalk into a construction site for the duration of the construction period. During construction, a 10-foot-high barrier would be erected around the alternative Shaft Site, to separate the construction area from the surrounding streets and sidewalks. Throughout the duration of construction, the affected street and sidewalk areas—consisting of two lanes of Second Avenue and two lanes of E. 54th Street, as well as portions of the adjacent sidewalks—would be closed off behind the construction barrier. The site would be occupied by construction trailers and other construction equipment, including a large crane on E. 54th Street. Depending on the stage of construction, a limited number of trucks would arrive at and depart from the construction area each day. These trucks would be anticipated to use the eastern end of the alternative Shaft Site, on E. 54th Street. If the shaft is constructed using surface excavation, an additional 5 to 10 trucks per day would remove excavated rock from the site during Stage 2.

Study Area

Construction activities for Shaft 33B at the E. 54th Street/Second Avenue Shaft Site would bring noticeable activity to this corner, extending approximately a half a block north along Second Avenue and a half a block east along E. 54th Street. As described in Section 8.9, “Traffic and Parking,” one lane of traffic would be maintained on E. 54th Street adjacent to the construction site. To allow the remaining lane on E. 54th Street to be wide enough for traffic flow, a portion of the southern sidewalk along E. 54th Street would be used as part of the southern traffic lane. To maintain a sidewalk along the southern side of the street adjacent to the shifted vehicle lane, this alternative Shaft Site might require a temporary easement, approximately six feet wide, across private property through a landscaped area that faces E. 54th Street near Second Avenue. This would convert a landscaped area in front of the Connaught Tower apartment building into a sidewalk zone for the duration of the construction project.

The alternative Shaft Site would be enclosed by a 10-foot-high construction barrier during construction for security purposes and to buffer the surrounding neighborhood from the construction activities. Heavy construction activities would occur from 7:00 a.m. to 6:00 p.m. at the alternative Shaft Site. Limited, quieter activities (such as clean-up) would occur during the evening, from 6:00 p.m. to 11:00 p.m. Construction associated with the raise bore excavation method (Stage 2A) would occur 24 hours a day for an approximately three-month-long period, but this work would occur largely below-ground.

Some trucks would arrive at or depart from the site in most construction stages—the maximum number of trucks expected per day is 30, during Stage 3. These trucks would include concrete deliveries as well as other deliveries of construction materials. During most construction stages, a small number of trucks would arrive at and depart from the site each day, generally up to three trucks a day. These trucks arriving would be visible evidence of construction activity on the Site, although no potential significant adverse traffic impacts are predicted. For more information on traffic associated with construction activities, please see Section 8.9, “Traffic and Parking.”

Construction activities at the E. 54th Street/Second Avenue Shaft Site would be close to surrounding residential uses. The distance between the edge of the construction site to the adjacent residential building on the corner of E. 54th Street and Second Avenue would be approximately 5 to 7 feet. The construction area would also be close to the high-rise Connaught Tower building on the southeast corner of Second Avenue and E. 54th Street. Construction activity would be less disruptive to those sensitive uses located at a greater distance from the site. Construction activities, including noise, dust, and limited construction traffic, would be disruptive to the nearby residential uses on the block throughout the construction period; however, as discussed later in this Chapter, no potential significant adverse impacts to traffic or air quality are anticipated at this site (see Sections 8.9, “Traffic and Parking,” and 8.11, “Air Quality”) and therefore traffic and air quality changes would not be expected to result in potential significant adverse impacts to surrounding land uses during the construction period. Some construction equipment (e.g., the crane) would be visible above the construction barrier, and a small amount of construction-related traffic would arrive at and depart from the alternative Shaft Site.

Noise from construction equipment on the site would be audible and at times intrusive in the nearby vicinity. Potential significant noise impacts are anticipated at residential buildings in the immediate vicinity and on the Connaught Tower plaza (for more information, see Section 8.12, “Noise”). Construction noise would range from readily noticeable to intrusive. Residents and businesses facing the alternative Shaft Site would experience noticeable noise and vibration effects during substantial portions of the project, particularly during blasting periods. Due to the close proximity of the E. 54th Street/Second Avenue Shaft Site to the building facades, only a 10-foot wall can be constructed, which would not reduce noise levels for apartments above street level.

As described in Section 8.1, blasting would not be conducted at the E. 54th Street/Second Avenue Shaft Site until the excavation had reached a safe distance below the surface, estimated at 50 feet. Nonetheless, blasting for the shaft below the surface would be noticeable and intrusive. Using the raise bore technique, a total of six months of blasting would be anticipated, and using surface excavation, a total of 15 months of blasting would be expected. As described in more detail in Chapter 2, “Purpose and Need and Project Overview,” it is highly unlikely that more than two blasts would occur on a given day, and NYCDEP would implement a number of protective measures during blasting to minimize potential adverse noise impacts.

Access to all land uses in the Study Area would be maintained during construction activities on the E. 54th Street/Second Avenue Shaft Site. As described in Section 8.1, during approximately the first two months of the six-month period when blasting is occurring under the raise bore method and the first 3 months of the 15-month blasting period using surface excavation, there would be some limits to access in the area close to the alternative Shaft Site. Blasting could occur up to two times a day during those periods. A warning whistle communication protocol would be used to halt vehicular and pedestrian traffic within 100 to 150 feet of the blast site immediately prior to the blast, for a total anticipated duration of five minutes or less. However, NYCDEP would seek a whistle waiver from the FDNY to allow a shorter blasting sequence to be conducted; this would reduce the time when pedestrian traffic would be cleared from the area surrounding the alternative Shaft Site from five minutes to approximately one minute. The FDNY has indicated that they could issue this waiver. This temporary disruption to access in the immediate vicinity of the E. 54th Street/Second Avenue Shaft Site would not be anticipated to result in a potential significant adverse land use impact.

While serving as a buffer between the construction zone and the surrounding neighborhood, the 10-foot-wall around the E. 54th Street/Second Avenue Shaft Site would also hide from public view and reduce light at and views from the three restaurants, cleaners, and salon facing Second Avenue at E. 54th Street. As discussed in Section 4.5, “Socioeconomic Conditions,” while a 7-foot walkway would be maintained along the east side of Second Avenue, many pedestrians, and therefore potential customers, may choose to avoid walking within the fenced area and next to the construction site. These effects could substantially lower sales to these businesses for an extended duration.

The use of traffic lanes and a portion of the sidewalk for construction would also result in some inconvenience for nearby residences and businesses. Access to all buildings and parking garages

adjacent to the alternative Shaft Site would be maintained, although there could be temporary disruptions to access to the parking garage on the north side of E. 54th Street adjacent to the site.

Water Main Connections

Construction of new water main connections from the E. 54th Street/Second Avenue Shaft Site would bring some additional construction disruption to the nearby area. As shown on Figure 8.2-1, the new water main segment would potentially extend from the alternative Shaft Site up Second Avenue from E. 54th Street to E. 55th and E. 56th Streets, where it would meet the First Avenue and Sutton Place water main routes described in Chapter 5. The potential disruption caused by water main construction along these two blocks of Second Avenue as well as the remaining blocks of water main connections between Second and Third Avenues would be similar to what is described in Section 5.2, “Land Use and Community Facilities, Zoning, and Public Policy,” for water main connections from the preferred Shaft Site and would be temporary and short-term in nature. Construction work on the block adjacent to the E. 54th Street/Second Avenue Shaft Site would last approximately 20 weeks (to allow installation of water main connections and associated chambers); water main construction would last an estimated 12 weeks on other blocks and 10 weeks at intersections. Overall, construction activities for potential water main connections from the E. 54th Street/Second Avenue Shaft Site would be notably shorter in duration than for water main connections from the preferred Shaft Site, with a total construction duration of 22 months.

Construction of Shaft 33B at E. 54th Street and Second Avenue and its potential water main connections would be planned in coordination with the MTA, so that there would not be a conflict with the future Second Avenue Subway station planned for Second Avenue between E. 52nd and E. 56th Streets.

Community Facilities

The community facilities in the Study Area for the E. 54th Street/Second Avenue Shaft Site are all more than 200 feet away from the alternative Shaft Site, and are would not be adversely affected by traffic, noise, or air pollution from the construction of Shaft 33B on the alternative Shaft Site (for more information on these topics, see Sections 8.9, 8.11, and 8.12). Construction of Shaft 33B on the E. 54th Street/Second Avenue Shaft Site would therefore not be anticipated to result in potential significant adverse impacts on any of the community facilities located within the Study Area.

Construction activities on the alternative Shaft Site would not adversely affect the ability of NYPD or FDNY to provide protection to the Study Area. As described in Section 8.9, “Traffic and Parking,” construction activities for Shaft 33B on the E. 54th Street/Second Avenue Shaft Site would not be anticipated to result in potential significant adverse traffic impacts, and therefore NYPD and FDNY would not be hampered in their ability to provide police and fire protection to the Study Area. During the period of blasting when traffic and pedestrian movements would be subject to temporary disruptions, blasting operations would be halted if emergency crews (NYPD, FDNY, or emergency medical services [EMS]) require passage by the site or access to any land uses around the site. In comments on the potential alternative Shaft Site

dated March 30, 2004 (provided in Appendix 2), FDNY stated that it has no objection to the construction of Shaft 33B at the E. 54th Street/Second Avenue Shaft Site, provided that the following conditions are met:

- A 16-foot-wide travel lane and a 5-foot-wide sidewalk would be maintained on the south side of E. 54th Street extending approximately 83 feet east of Second Avenue in front of Connaught Tower, and this total of 21 feet would remain unobstructed for use by FDNY.
- On the south side of E. 54th Street for the remainder of the construction site, extending approximately 138 feet, a 23-foot-wide travel lane and 5-foot-wide sidewalk would be maintained, with the total of 28 feet remaining unobstructed and usable by FDNY.
- On the north side of E. 54th Street, a temporary sidewalk 5 to 7 feet wide would be maintained.
- A 10-foot-wide path bisecting the construction site from the south side of E. 54th Street to the north side would be provided approximately 100 feet east of Second Avenue and would be kept clear at all times.
- A temporary sidewalk 7 feet wide would be maintained on Second Avenue.
- A 10-foot-path would bisect the construction area on Second Avenue in front of the second building north of E. 54th Street and would be kept clear at all times.
- Access to the entrance of all buildings adjacent to the construction area would be maintained.
- The fence surrounding the site and any materials and equipment within the site would not be more than 12 feet high.
- Three new hydrants would be installed on the south side of E. 54th Street outside of the travel lane and sidewalk: one approximately 15 to 20 feet east of Second Avenue, one in front of 320 E. 54th Street just beyond the project limits, and one in the center of the project, in proximity of the 10-foot-wide path that bisects the construction site from the south side to the north side of the street.

Zoning and Public Policy

The construction activities associated with Shaft 33B at the E. 54th Street/Second Avenue Shaft Site would not require a change in zoning on the site. The construction activities proposed are consistent with the alternative Shaft Site's zoning and its designation as mapped street. Other than zoning, no adopted public policies apply to the alternative Shaft Site.

Conclusions

Construction work for Shaft 33B at the E. 54th Street/Second Avenue Shaft Site and the water main connections would result in disruptions to the surrounding Study Area, which is predominantly residential and includes several residential buildings in close proximity to the construction area. Potential significant adverse noise impacts would occur from Shaft Site construction throughout the construction period to a number of residential buildings and to a nearby public open space. A loss in business may occur to the businesses located at the corner of Second Avenue and E. 54th Street behind the construction barrier. Overall, however, despite the

disruptions and inconveniences, the construction activity would not be anticipated to result in potential significant conflicts with nearby land uses or to changes in overall development patterns or trends in the Study Area. No potential significant adverse land use, community facility, zoning, or public policy impacts are predicted.

Activation and Operation

Activation and operation procedures for Shaft 33B would be consistent at any site selected for the shaft and are described in Chapter 2. The use of the site temporarily for approximately one month for activation activities, which would include water treatment, would be short-term and temporary in nature. No permanent changes in land use would occur as a result of activation of Shaft 33B. There would be no potential significant adverse land use impacts as a result of the one-month activation period.

Once Shaft 33B is operational, the shaft would operate unmanned, 24 hours a day, but NYCDEP maintenance crews would visit the site several times a week for inspection and maintenance activities. In addition to the underground shaft and distribution chamber, there would be some features of the shaft that would be above ground, including two at-grade access hatchways, a 10-foot-high by 14-inch-diameter air vent located on the sidewalk, and up to two air release hydrants. The shaft would operate unmanned, 24 hours a day seven days a week. Neither air emissions nor above-ground noise would be generated by the shaft during normal operations.

Although regular operations of the shaft would occur unmanned, maintenance crews would routinely visit the site several times a week for inspection and maintenance activities. A small maintenance crew of NYCDEP personnel would visit the site an average of 1 to 3 times a week for routine inspection and maintenance activities.

The Shaft 33B operations at the alternative Shaft Site would also not adversely affect surrounding land uses or development trends in the Study Area. Other than limited activity for routine maintenance, the operation of the shaft would be completely underground and would not affect any surface use of the surrounding areas. There would be no conflict with nearby residential uses. Given the limited nature of these structures and the limited activity anticipated, no potential adverse effects to land use or community facilities, zoning, or public policy are anticipated.

